

## Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> I-405/Newport Hills Park-and-Ride - Pedestrian Sidewalk Improvements <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE))</i>
<b>2</b>	<b>Sponsoring Agency:</b> Washington State Department of Transportation  Also identify any co-sponsor(s):
<b>3</b>	<b>Project Contact Person:</b> Azim Sheikh-Taheri, Assistant Regional Administrator - Program Management  Address: WSDOT 15700 Dayton Avenue North, Seattle, WA 98133  Phone: (206)440-4761  Fax: (206)440-4806  E-Mail: SheikAz@WSDOT.WA.GOV
<b>4</b>	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This project will improve pedestrian access at the 112th SE Interchange on I-405. Extruded curb will be installed to separate the sidewalk from the roadway. Curb will be installed from the Newport Hills Park-and-Ride lot entrance to the I-405 northbound on-ramp and on the north side of the 112<sup>th</sup> Ave SE Bridge. This project will also install four detectable warning surfaces in the asphalt at the beginning and the end of the sidewalk sections and a new sidewalk ramp will be placed at the northwest corner of the southbound off-ramp from I-405.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Pedestrian safety is very important and highly considered at a transit facility such as the Newport Hills Park-and-Ride on 112<sup>th</sup> Ave SE. This area serves high volumes of vehicle and pedestrian traffic. In 2008, there were 61 northbound buses and 63 southbound buses serving Newport Hills daily. On average, there were 126 daily transit riders traveling northbound and 135 daily transit riders traveling southbound from this park-and-ride area. A separated sidewalk on the northside of 112<sup>th</sup> Ave SE will provide pedestrians a safe connection to and from the Newport Hills Park-and-Ride lot and the freeway transit stops. Adding detectable warning surfaces at the beginning and end of each sidewalk section will meet ADA compliance and provide pedestrians a clear separation between the sidewalk and the roadway. Installing a new sidewalk ramp at the southbound off-ramp from I-405 will also improve pedestrian access. Overall, the entire project will help improve the pedestrian safety and access at the I-405 and 112<sup>th</sup> Ave SE Interchange.</p>

<b>5</b>	<p><b>Project Location:</b> I-405 and 112<sup>th</sup> Ave SE Interchange</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: Lake Washington Boulevard - West of I-405 (Identify landmark if no crossroad)</p> <p><b>c.</b> Crossroad/landmark nearest to end of project: Lake Washington Boulevard - East of I-405 (Identify landmark if no crossroad)</p>		
<b>6</b>	<p><b>Map:</b> Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
<b>7</b>	<p><b>Federal Functional Classification Code</b> <i>(Select only one)</i></p> <p style="text-align: center;"><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top; border-right: 1px solid black; padding-right: 10px;"> <p style="text-align: center;"><b>Rural Functional Classifications</b> ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p> </td><td style="width: 50%; vertical-align: top; padding-left: 10px;"> <p style="text-align: center;"><b>Urban Functional Classifications</b> ("over 5,000 population") (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input checked="" type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p> </td></tr> </table> <p><b>NOTE: <u>Federally Funded Projects.</u></b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><b>Examples of Exceptions:</b></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects <u>not</u> on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and Park-and-Ride lot projects.</li> </ul>	<p style="text-align: center;"><b>Rural Functional Classifications</b> ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b>Urban Functional Classifications</b> ("over 5,000 population") (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input checked="" type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
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## PROJECT EVALUATION INFORMATION

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

## PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- ☒ Project is located within a Center  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- ☐ Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

## SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

The project will provide the Newport Hills neighborhood with a safer and more adequate system for nonmotorized transportation. This project, which can be associated with project number S-996 proposed in the City of Bellevue Comprehensive Plan (Vol. 2, page L1-18), will install sidewalk curb and detectable warnings across 112<sup>th</sup> Ave SE to provide pedestrians a safe ADA compliant connection to and from the Newport Hills Park-and-Ride lot. The Comprehensive Plan (Vol. 2, page 167) also states "*Metro transit facilities do not meet the needs of Subarea residents for safety and comfort*". This project will benefit King County Metro transit users with improved pedestrian safety and comfort. This project is developed in a manner consistent with adopted policies S-NH-12, S-NH-13, S-NH-19, and S-NH-24 stated in the City of Bellevue Comprehensive Plan. In addition, according to Newport Hills Subarea Plan from the City of Bellevue Comprehensive Plan (Vol. 2, page 163 and 164), "*in the future, development on the Park-and-Ride lot may evolve into a mix of uses, retaining the parking function but adding retail and services for the commuters and the residents of the immediate neighborhood*". This project supports the development plan of the local subarea by improving pedestrian safety and easy access to the Park-and-Ride lot. Besides supporting the development plan and policies stated in the City of Bellevue Comprehensive Plan, this project is also developed in a manner consistent with adopted policies T-312, which says "*the nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel*", and T-313, which says "*...Countywide, consistent with the King county Metro transit planning process and in collaboration with affected cities in the incorporated area, King County, should promote nonmotorized transportation improvements related to development and construction of transit services and facilities*", stated in King County Comprehensive Plan (Chapter 7, page 7-21). Moreover, by upgrading this Newport Hills transit facility, this project also is in agreement with the policies adopted from the Puget Sound Regional Council (PSRC) regional transportation plans. Destination 2030 (page 24, 25) supports high capacity transit station areas. Page 25 of the Destination 2030 states that pedestrian paths, sidewalks and routes, especially the ones that connect to services of the regional transit system, need to be clearly marked, safe and convenient. Also, on page 44 of the Destination 2030, pedestrian improvement zones included in the 2000-2010 action strategy are defined to be within a mile radius of existing transit centers. In the PSRC Vision 2040 (page 90), T-Action-19, the nonmotorized planning regional action, which supports the policies MPP-T-9,15, and 16), commits to "*establish a safe and efficient regional nonmotorized network that provides connections to and within centers and along corridors connecting centers*". This project is developed in a manner consistent with adopted policies and plans of the City of Bellevue, King County, and the Puget Sound Regional Council.

## SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

## SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

**Project Readiness:** Please fill out the questions below if your project is requesting funds for a **Right of Way (ROW) and/or Construction (CN) phase**. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.

It recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).



Not yet completed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

WSDOT will provide a FHWA Environmental Classification Summary (ECS) for NEPA/SEPA documentation but is not required to complete a checklist, EA, or EIS for this project. The environmental documentation for this project will include a Biological Assessment and Section 106. All environmental documentation is expected to be completed by 06/01/2010.

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Preliminary Engineering/Design:	12/01/09	STP	\$20,000
Construction:	06/01/10	STP	\$80,000
<b>Totals:</b>			<b>\$100,000</b>



**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
<b>TOTAL:</b>			\$

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Preliminary Engineering/Design:	N/A	WSDOT	\$5,000
Construction:	06/01/10	WSDOT	\$20,000
<b>TOTAL:</b>			\$25,000

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	N/A
Preliminary Engineering/Design:	\$25,000	Preliminary Engineering/Design:	06/01/10
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$100,000	Construction:	12/01/10
Other (Specify) :	\$0	Other (specify) :	N/A
Total Project Cost:	\$125,000	Estimated date of completion (i.e. open for use)	08/30/10

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

Preliminary Design and Construction phases (the only necessary phases of this project) will be fully completed if funding is obtained. Preliminary Design and Construction have not been started (i.e. PE and CN are at 0%.)

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

N/A

## SECTION E: JOINT OPPORTUNITIES

**Please explain how your project addresses the following:**

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

This section is not applicable to this proposed project.

## SECTION F: PLANNING

**Please explain how your project addresses the following:**

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project is the result of constituent request and subsequent WSDOT and King County Metro review. The project improves pedestrian conditions between the flyer stop located on the southbound ramp to 112<sup>th</sup> Ave SE (northwest quadrant of interchange) and the Newport Hills Park and Ride (northeast quadrant of interchange). The project is consistent with the City of Bellevue Comprehensive Plan, King County Comprehensive Plan, and the PSRC Transportation Plans.

Please see attachment "Supporting Local Agency Goals and Policies" for relevant sections and actual text from the comprehensive plans.

## SECTION G: AIR QUALITY

**NOTE:** While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

**Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period.** Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

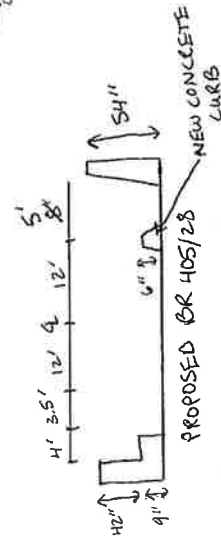
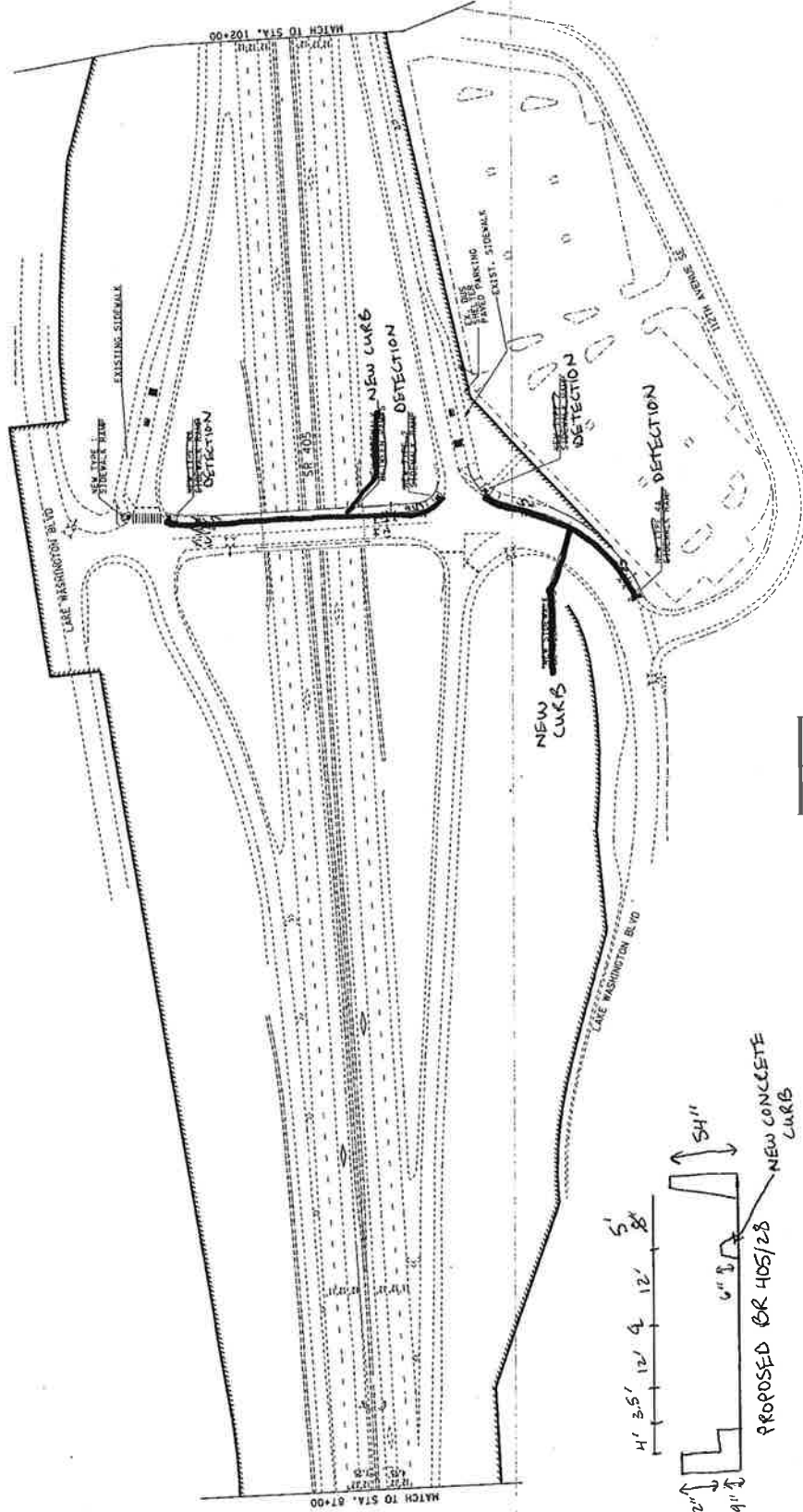
- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

This project will provide greater accessibility for transit, especially for riders who have ambulatory impediments.





T.24N., R.5E., W.M.  
CITY OF BELLEVUE



FILE NAME: SR 405 NEWPORT HILLS PARK SR 405 NEWPORT HILLS PARK		DATE: 1/20/2009		DESIGNED BY: B. HUBBARD		CHECKED BY: B. HUBBARD		REGIONAL ADM.	
TIME: 1:46:23 PM		DATE: 1/20/2009		DESIGNED BY: B. HUBBARD		CHECKED BY: B. HUBBARD		REGIONAL ADM.	
PROJECT NO. 10 NASH		CONTRACT NO.		DATE		BY		REVISION	
FED. AID PROJ. NO.		LOCATION NO.		DATE		BY		REVISION	
P.E. STAMP NO.		DATE		P.E. STAMP NO.		DATE		REVISION	
Washington State Department of Transportation		SR 405 NEWPORT HILLS PARK SR 405 NEWPORT HILLS PARK		PEDESTRIAN IMPROVEMENTS		PROPOSED IMPROVEMENTS		PLOT 12	
SHEET 2		SHEETS 2		SHEET 2		SHEET 2		SHEET 2	

## I-405/Newport Hills Park-and-Ride - Pedestrian Sidewalk Improvement

Action & Policy	Page	Excerpt
<b>City of Bellevue Comprehensive Plan (adopted 09/2004)</b>		
TR-50	pg. 134	<i>Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.10).</i>
TR-53	pg. 134	<i>Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.</i>
TR-54	pg. 134	<i>Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as:</i> <ol style="list-style-type: none"><li><i>1. Transit stations and centers;</i></li><li><i>2. Passenger shelters;</i></li><li><i>3. Park and ride lots;</i></li><li><i>4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;</i></li><li><i>5. Pedestrian and bicycle facilities;</i></li><li><i>6. Pricing;</i></li><li><i>7. Kiosks and on-line information; and</i></li><li><i>8. Incentive programs.</i></li></ol>
TR-55	pg. 135	<i>Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial, office, and other types of development.</i>
TR-56	pg. 135	<i>Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.</i>
TR-62	pg. 136	<i>Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:</i> <ol style="list-style-type: none"><li><i>1. Intercept trips by single occupant vehicles closer to the trip origins;</i></li><li><i>2. Reduce traffic congestion; and</i></li><li><i>3. Reduce total vehicle miles traveled.</i></li></ol>
TR-64	pg. 137	<i>Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.</i>
TR-70	pg. 137	<i>Promote transit use and achieve land use objectives through transit system planning that includes consideration of:</i> <ol style="list-style-type: none"><li><i>1. Land uses that support transit, including mixed use and night-time activities;</i></li><li><i>2. Transit-oriented development opportunities with the private and public sectors;</i></li><li><i>3. A safe and accessible pedestrian environment, with restrictions on auto access;</i></li><li><i>4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;</i></li><li><i>5. Urban design and community character that support and facilitate transit use; and</i></li><li><i>6. Protecting nearby neighborhoods from undesirable impacts.</i></li></ol>
TR-76	pg. 148	<i>Promote and facilitate the effective use of non-motorized transportation.</i>
TR-77	pg. 148	<i>Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.</i>

## I-405/Newport Hills Park-and-Ride - Pedestrian Sidewalk Improvement

Action & Policy	Page	Excerpt
TR-78	pg. 148	<i>Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.</i>
TR-79	pg. 148	<i>Assign high priority to pedestrian and bicycle projects that:</i> <ol style="list-style-type: none"><li><i>1. Address safety issues;</i></li><li><i>2. Provide access to activity centers such as schools, parks, and commercial areas;</i></li><li><i>3. Provide accessible linkages to the transit and school bus systems;</i></li><li><i>4. Complete planned pedestrian or bicycle facilities or trails;</i></li><li><i>5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and</i></li><li><i>6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.</i></li></ol>
TR-80	pg. 148	<i>Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.</i>
TR-81	pg. 148	<i>Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.</i>
TR-82	pg. 149	<i>Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.</i>
TR-83	pg. 149	<i>Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.</i>
TR-84	pg. 149	<i>Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.</i>
TR-85	pg. 149	<i>Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.</i>
TR-86	pg. 149	<i>Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.</i>
TR-87	pg. 149	<i>Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.</i>
TR-88	pg. 149	<i>Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.</i>
S-NH-12	Vol. 2 pg. 167	<i>Develop and implement a safe nonmotorized transportation system in designated corridors within the Newport Hills Subarea. Refer to the Pedestrian/Bicycle Transportation Plan matrix and map for nonmotorized designations. The purpose of this system is to link neighborhoods, schools, parks, shopping, transportation facilities, and the regional trail system.</i>
S-NH-13	Vol. 2, pg. 167	<i>Construct sidewalks along arterials as identified in the Newport Hills Subarea Plan and as prioritized in the Capital Investment Program.</i>
S-NH-19	Vol. 2 pg. 168	<i>Encourage Metro to improve pedestrian safety and comfort at transit stops by installing paved waiting areas, shelters, and improved street crossings where appropriate, especially along 119th Avenue S.E., S.E. 60th Street, and the I-405 Coal Creek transit transfer station.</i>



## I-405/Newport Hills Park-and-Ride - Pedestrian Sidewalk Improvement

Action & Policy	Page	Excerpt
<b>King County Comprehensive Plan (adopted 06/2008)</b>		
T-301	pg. 7-18	<i>King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrians, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto usage.</i>
T-309	pg. 7-20	<i>Consistent with the King County Road Design and Construction Standards, consideration shall be given to roadway safety improvements because they have the potential to reduce the number and severity of collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control, reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, roundabouts, turn and merge lanes, provisions for sight lines, and removal of roadside obstacles. Consideration shall be given to safety improvements that lessen the likelihood and impacts of flooding.</i>
T-312	pg. 7-21	<i>The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel.</i>
T-313	pg. 7-21	<i>In the unincorporated area, King County shall evaluate and, where appropriate, implement nonmotorized transportation improvements in its road construction and road reconstruction. Countywide, consistent with the King County Metro transit planning process and and in collaboration with affected cities in the incorporated area, King County, should promote nonmotorized transportation improvements related to development and construction of transit services and facilities.</i>
T-317	pg. 7-22	<i>King County shall seek to improve bicycle and pedestrian safety both within residential areas and along arterials where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized safety improvements should include adequate signage, markings, and signalization. To foster safe walking conditions for students, King County should continue the School Pathways Program.</i>
T-318	pg. 7-22	<i>To enhance and improve nonmotorized access to transit throughout the transit system area, King County should develop a plan for the unincorporated areas, and with the cooperation of the cities, for the incorporated areas, to comply with the Americans with Disabilities Act in corridors served by transit.</i>
T-320	pg. 7-22	<i>Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:</i> <ul style="list-style-type: none"> <li>• <i>Improve user safety;</i></li> <li>• <i>Add connections to community resources such as parks, trails, and libraries;</i></li> <li>• <i>Promote health;</i></li> <li>• <i>Improve neighborhood to neighborhood connections;</i></li> <li>• <i>Improve air quality and reduce greenhouse gas emissions;</i></li> <li>• <i>Increase access to transit and services.</i></li> </ul>

## I-405/Newport Hills Park-and-Ride - Pedestrian Sidewalk Improvement

Action & Policy	Page	Excerpt
<b>Puget Sound Regional Council Transportation Plans</b>		
<i><b>Destination 2030 (adopted 04/2007)</b></i>		
RT-8.2	pg. A1:5	<i>Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.</i>
RT-8.21	pg. A1:7	<i>Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.</i>
<i><b>Vision 2040 (adopted 02/2008)</b></i>		
T-Action-19	pg. 90	<i>The Puget Sound Regional Council will work with member jurisdictions and others to establish a safe and efficient regional nonmotorized network that provides connections to and within centers and along corridors connecting centers. (short-term) (MPP-T-9, 14, 15, 16, 23, 24) Results and Products: (1) Update regional bicycle/pedestrian network to reflect local and state plans, address missing links, and document changes in status of projects, (2) Develop guidelines and criteria for local jurisdictions in developing bicycle and pedestrian components of comprehensive plans, (3) Identify, catalog, and centralize existing data on bicycling and walking, (4) Develop a regional bicycle network signage program, (5) Update the Regional Bicycle and Pedestrian Implementation Strategy</i>
MPP-T-9	pg. 84	<i>Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.</i>
MPP-T-15	pg. 85	<i>Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.</i>
MPP-T-16	pg. 85	<i>Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.</i>

City of  
Bellevue



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 13, 2009

Mark Leth, PE  
WSDOT - Northwest Region Traffic Engineer  
P.O. Box 330310  
Seattle, WA 98133-9710

**RE: Newport Hills Park and Ride Pedestrian Improvements Grant Application**

Dear Mr. Leth,

The City of Bellevue Transportation Department stands fully behind your efforts to obtain a federal grant to provide missing sidewalk links and improve ADA accessibility between the I-405 flyer bus stop and the Newport Hills Park and Ride in Bellevue.

These much-needed improvements are beneficial both to the residents of Bellevue and patrons of Metro/Sound Transit bus services and will substantially improve pedestrian safety through this area. Please contact me at (425) 452-4631 if I can be of service in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Kessack", is written over the typed name.

Ronald W. Kessack  
Right of Way Manager  
City of Bellevue Transportation

cc: Darek Jarzynski, Bellevue Traffic Engineering



## King County

Department of Transportation  
Metro Transit  
Transit Route Facilities Program

201 South Jackson Street  
M.S. KSC-TR-0413  
Seattle, WA 98104-3856

May 8, 2009

Mark Leth, PE  
Northwest Region Traffic Engineer  
WSDOT  
P.O. Box 330310  
Seattle, WA 98133-9710

**Re: Newport Hills Park-and-Ride Pedestrian Improvements Grant Application**

Dear Mr. Leth:

Thank you for contacting King County Metro Transit regarding WSDOT's application for a federal grant to provide missing sidewalk links and ADA accessibility between the I-405 flyer bus stop and the Newport Hills Park-and-Ride in Bellevue. King County Metro wholeheartedly supports this effort.

As you know, Metro and WSDOT staffs assessed this issue in 2006 and recognized improvements were needed, but neither party had the financing available to proceed. I hope this important project to ensure pedestrian safety and access will be funded and look forward to continuing our work with WSDOT. I understand there is no expectation of matching funds from King County. Please feel free to contact me at 206-684-1321 if I can be of further assistance.

Sincerely,

Sharon Slebodnick  
Supervisor, Transit Route Facilities  
Metro Transit Division

cc: Steve Cahan, Transit Planner, Transit Route Facilities  
Patty Overby, Project Manager, Design and Construction  
Susan Stewart, Supervisor, Real Estate/Environmental Planning